

FIG. 1

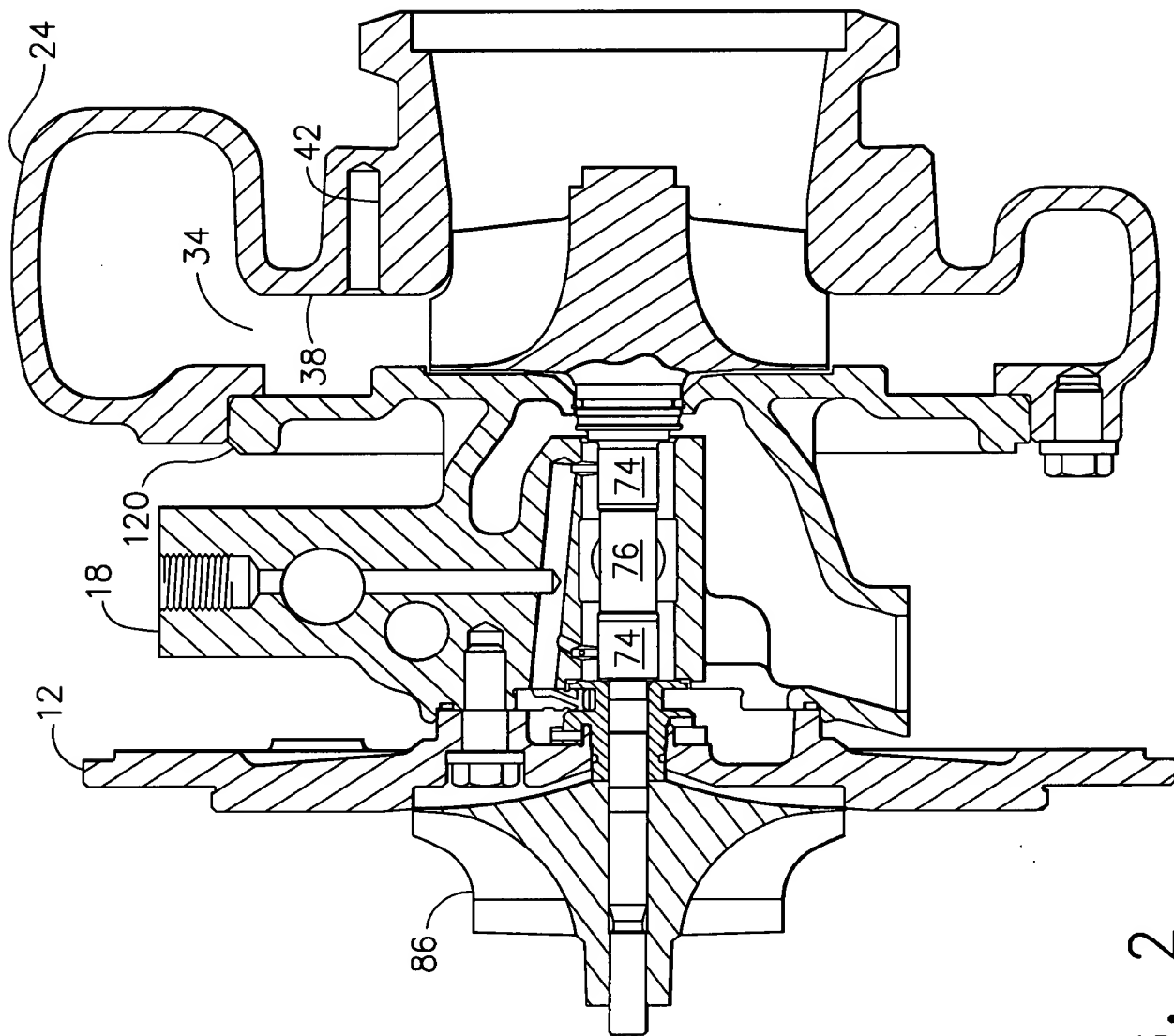


FIG. 2

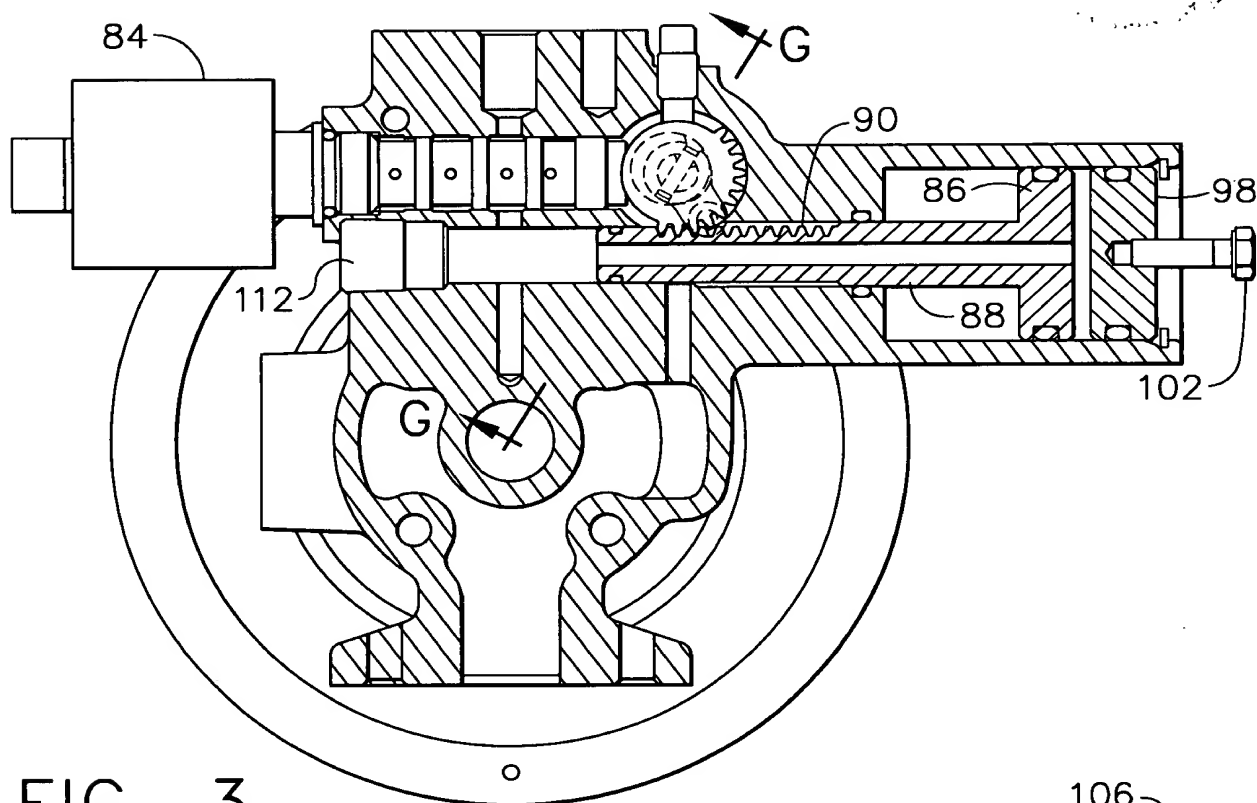


FIG. 3

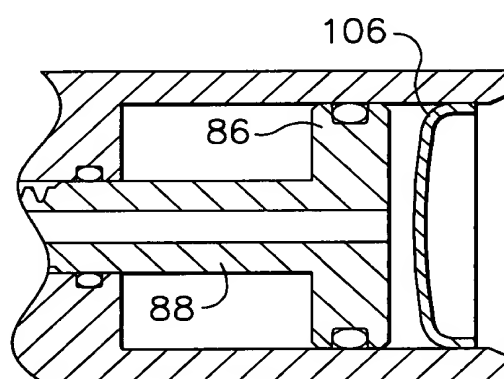


FIG. 4

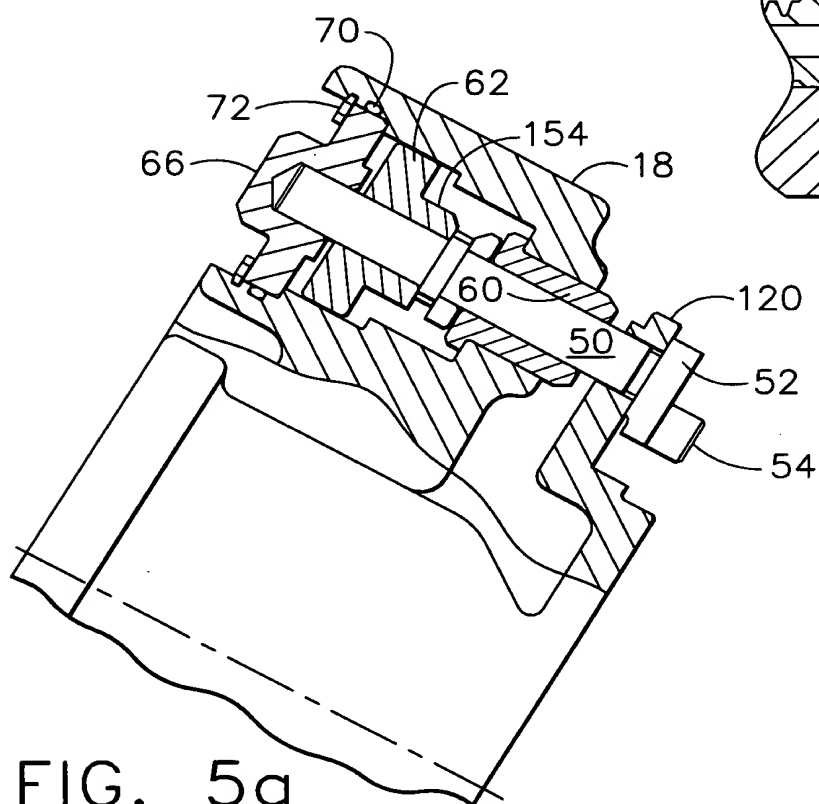


FIG. 5a

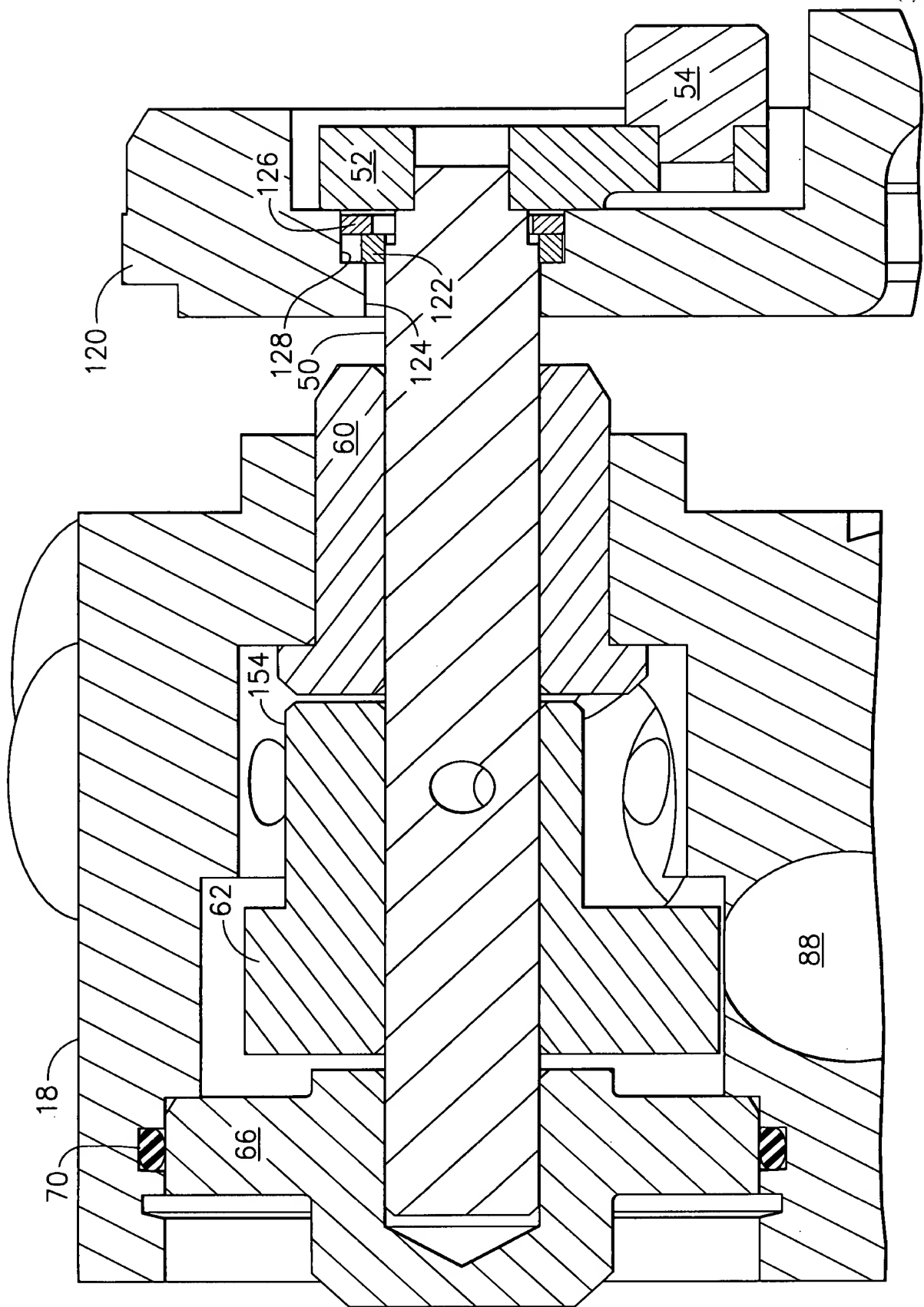


FIG. 5b

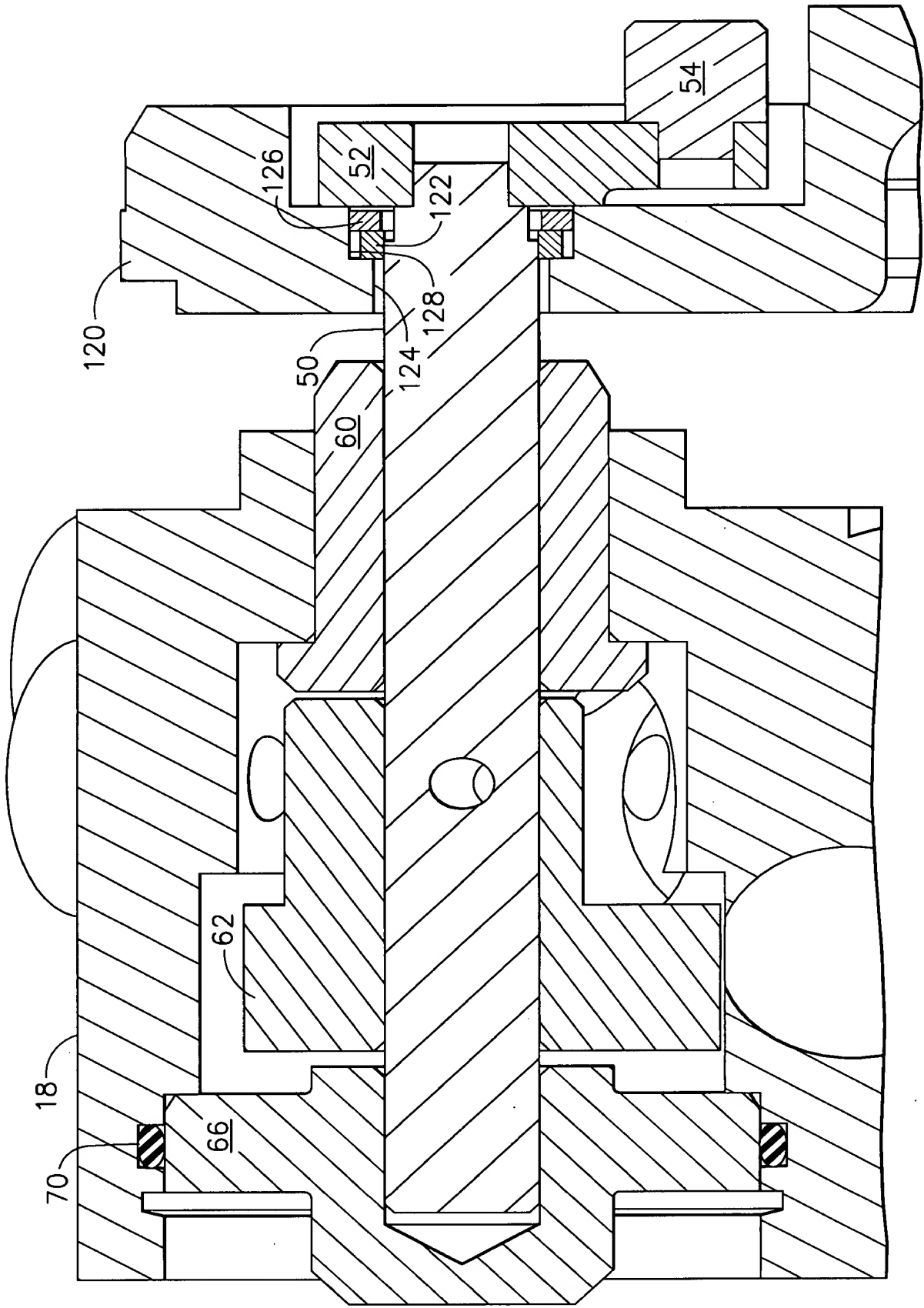


FIG. 5c

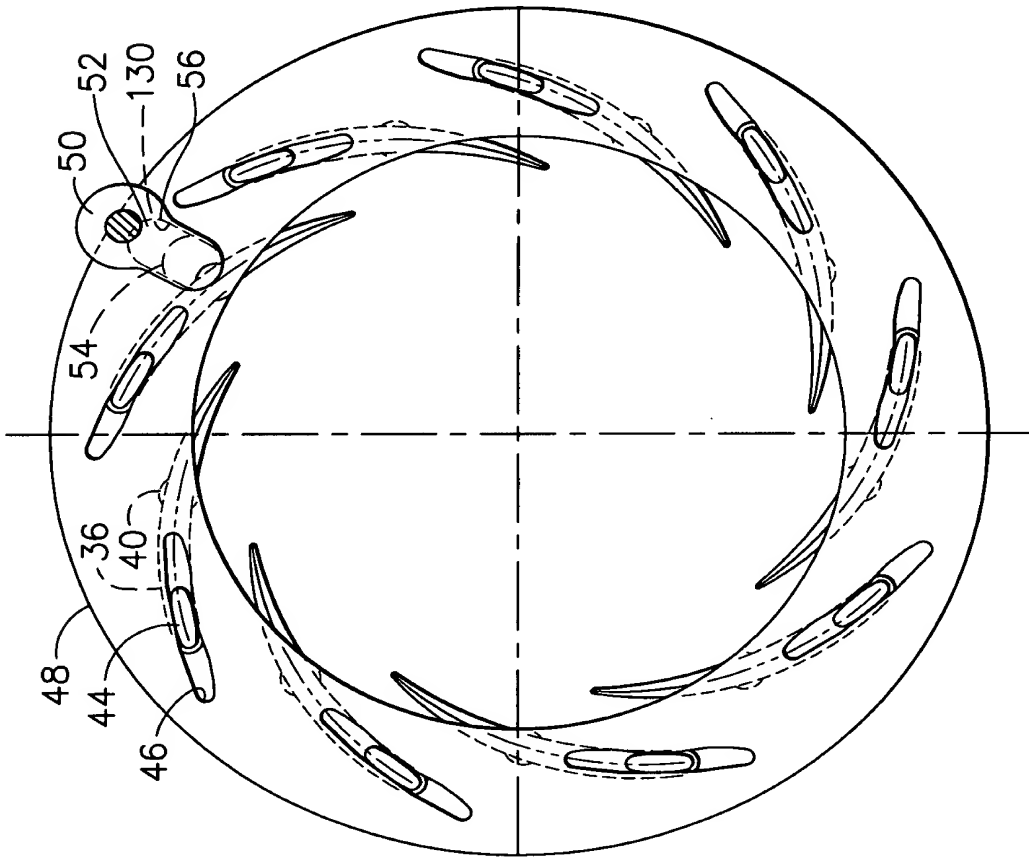


FIG. 6a

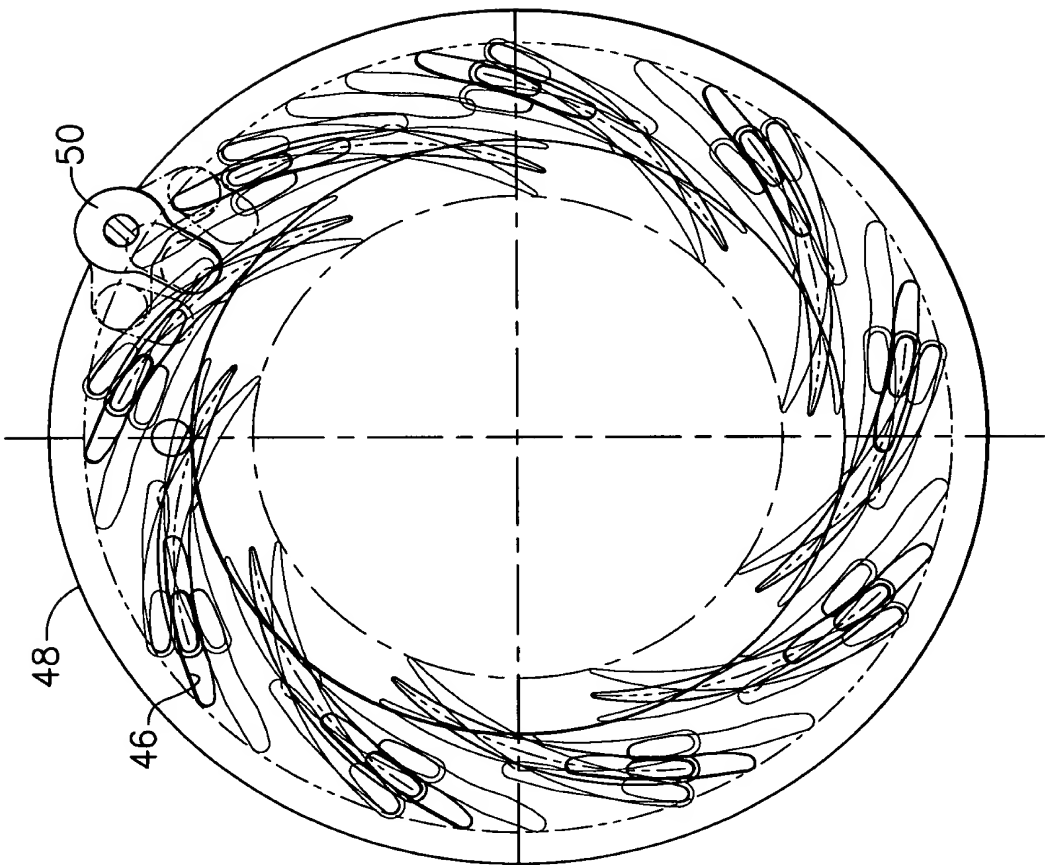


FIG. 6b

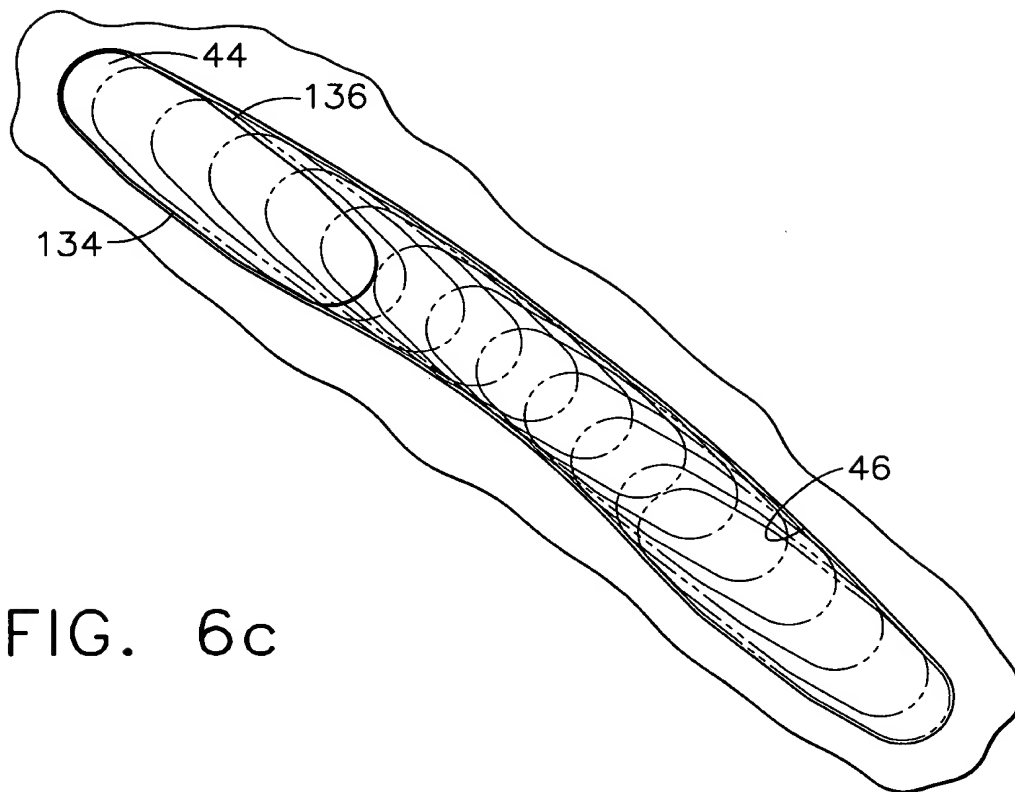


FIG. 6c

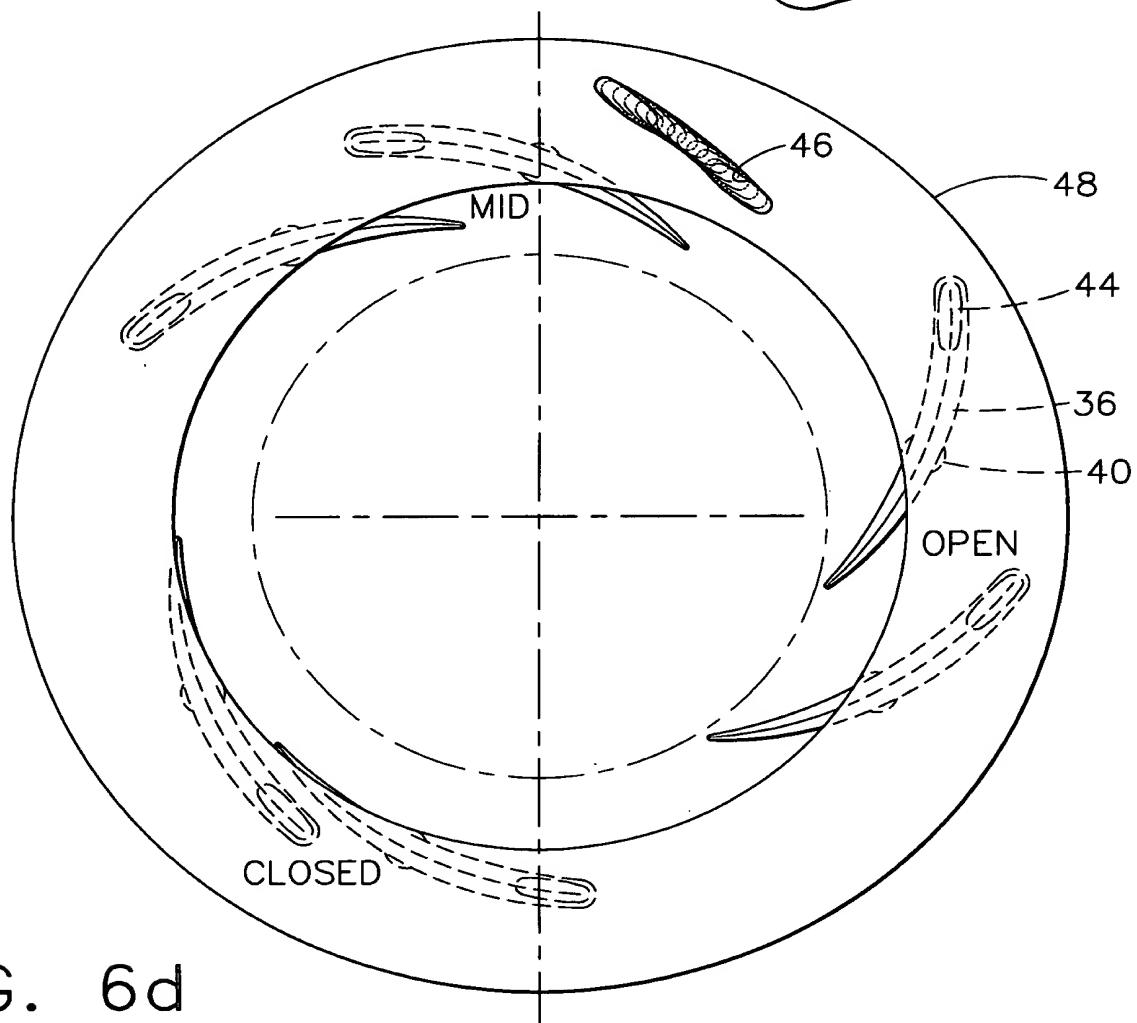


FIG. 6d

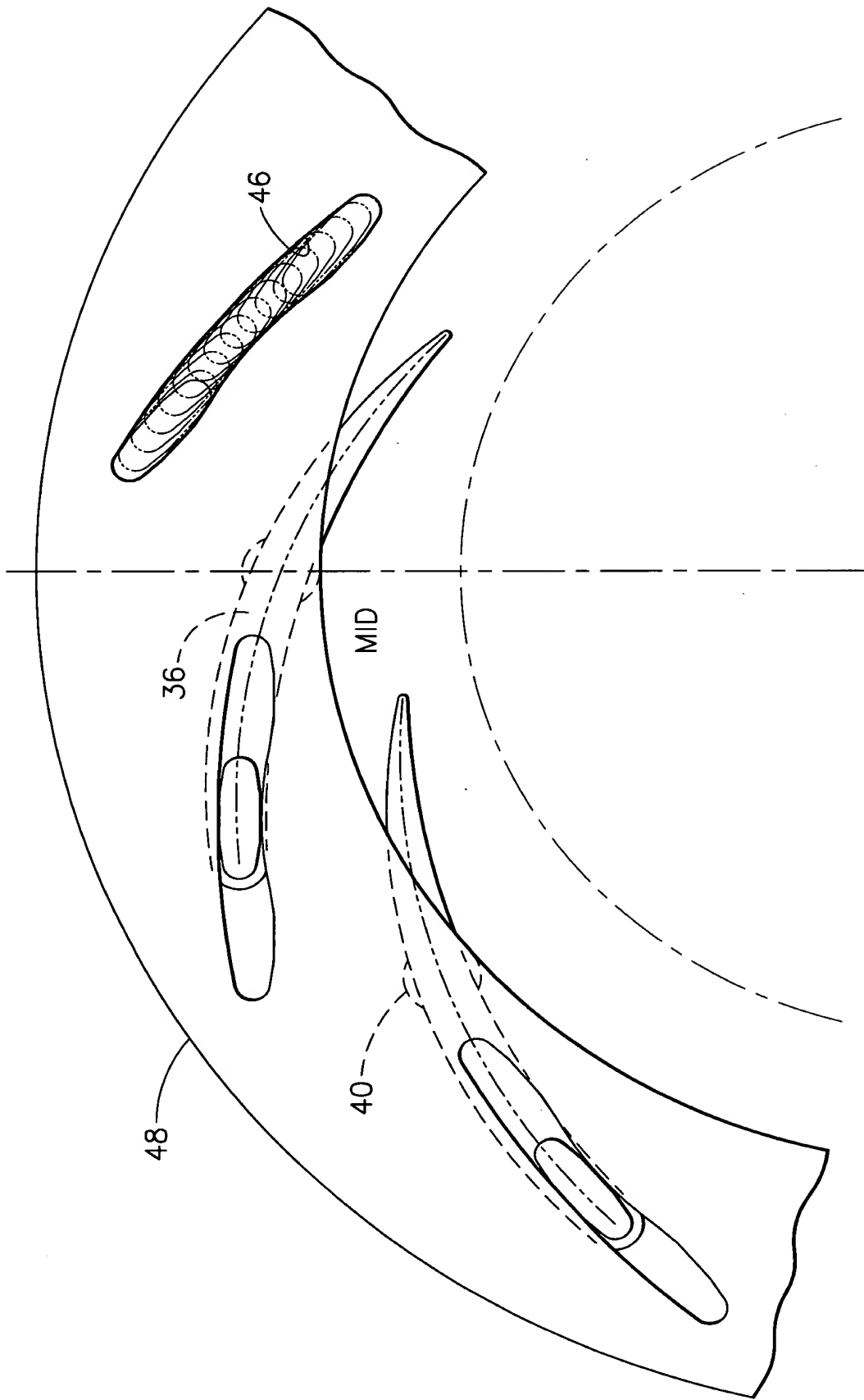


FIG. 6e

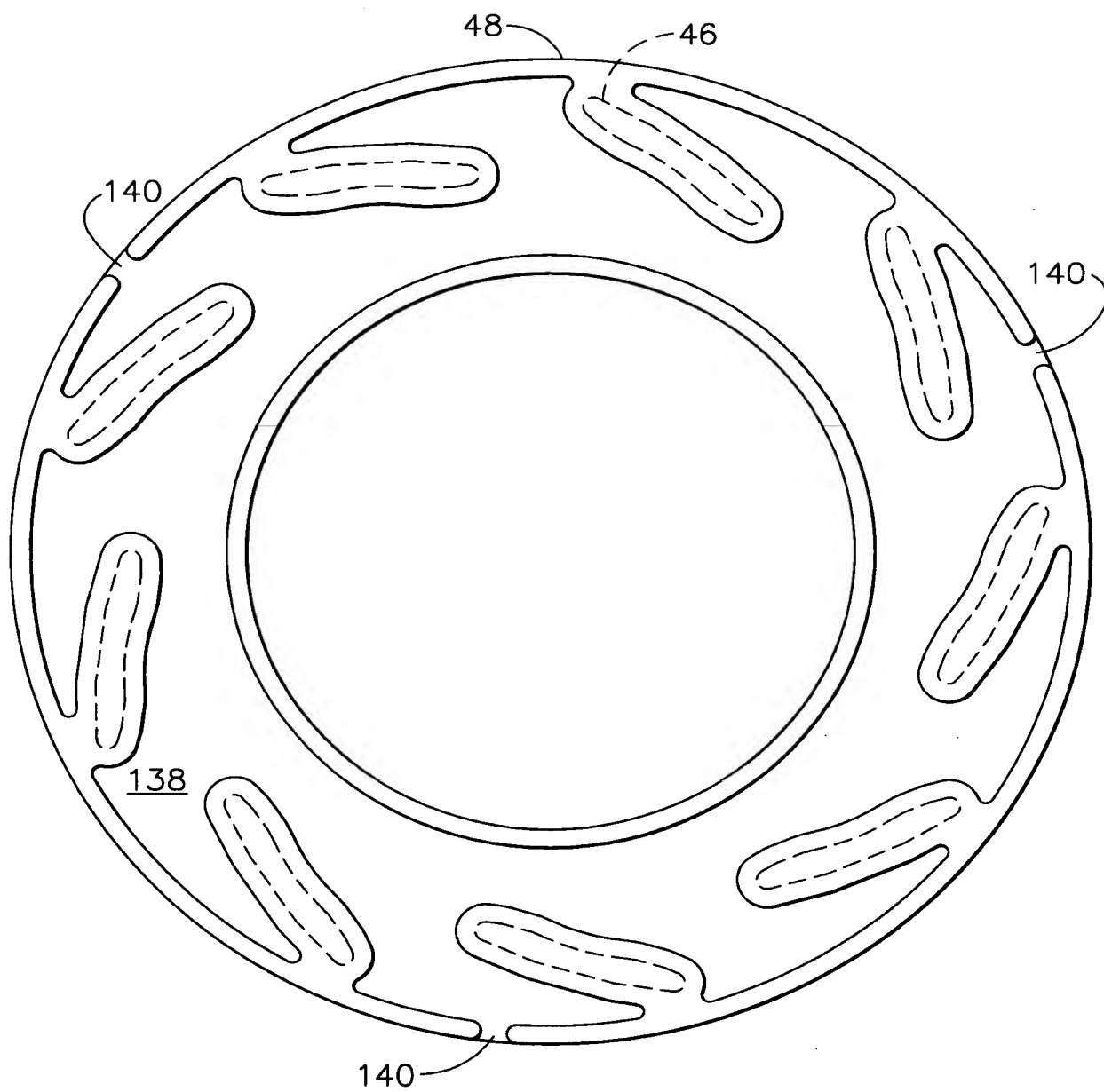


FIG. 7

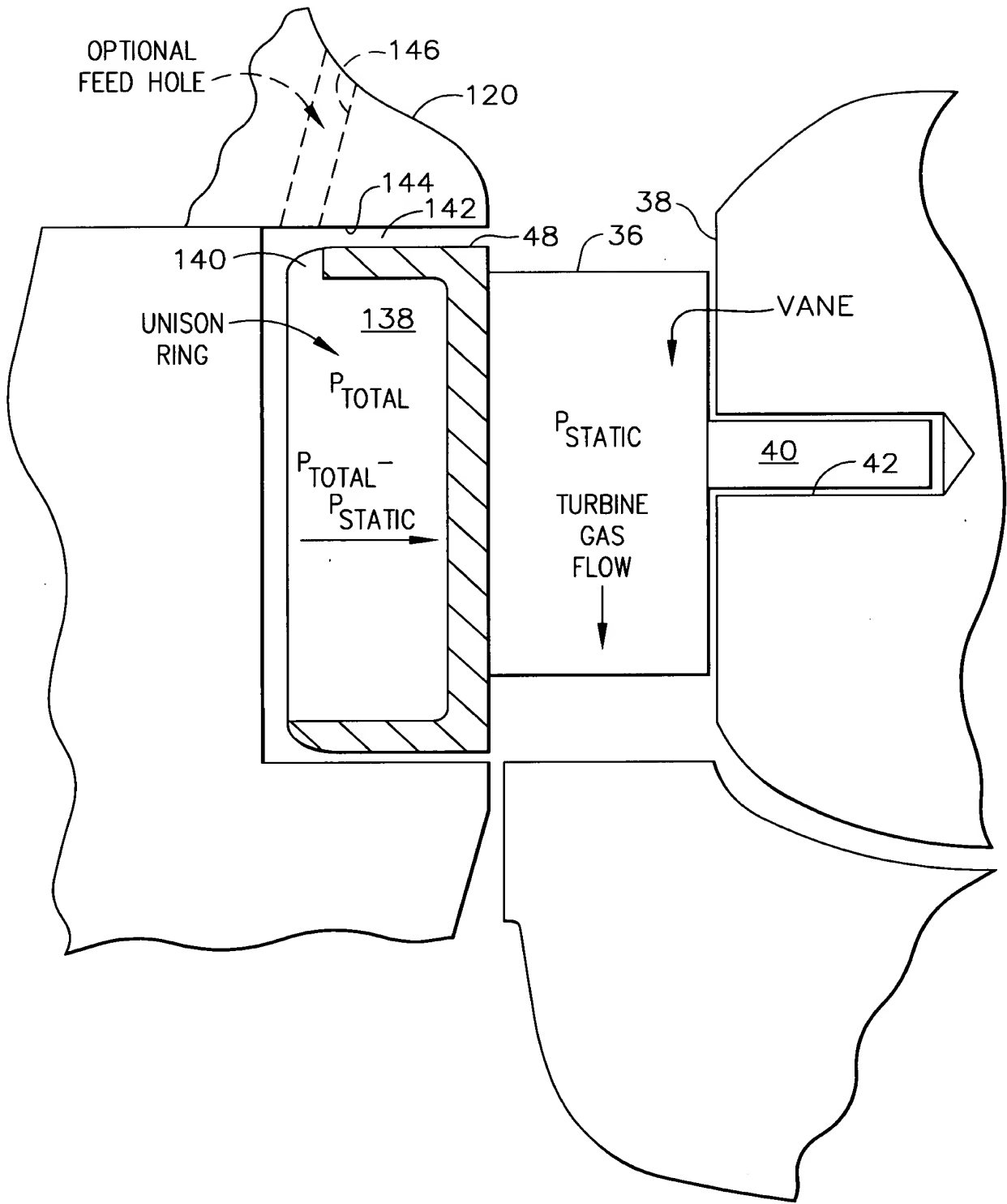


FIG. 8

1. NO CURRENT

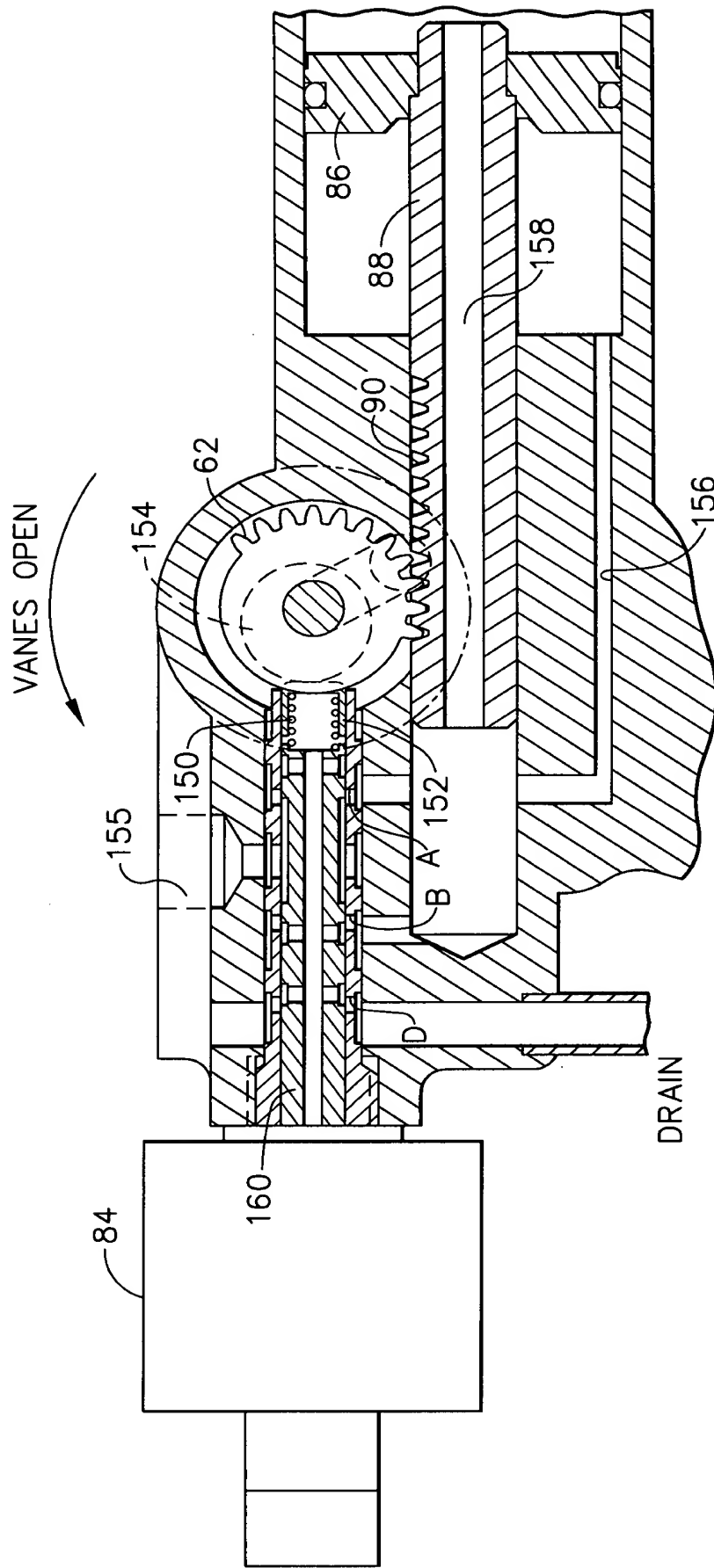


FIG. 9a

2. LOW CURRENT IN SOLENOID

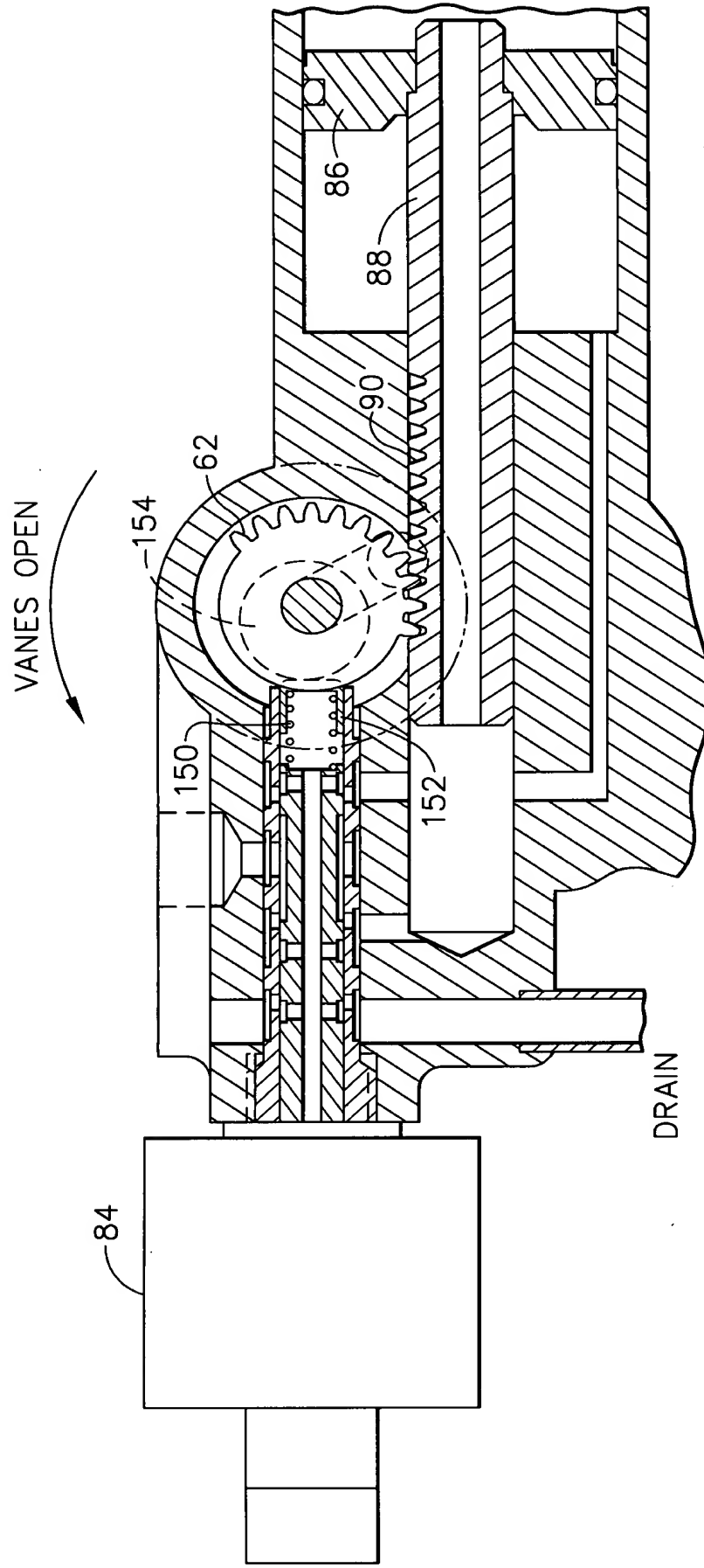


FIG. 9b

3. BALANCED STATE LOW CURRENT

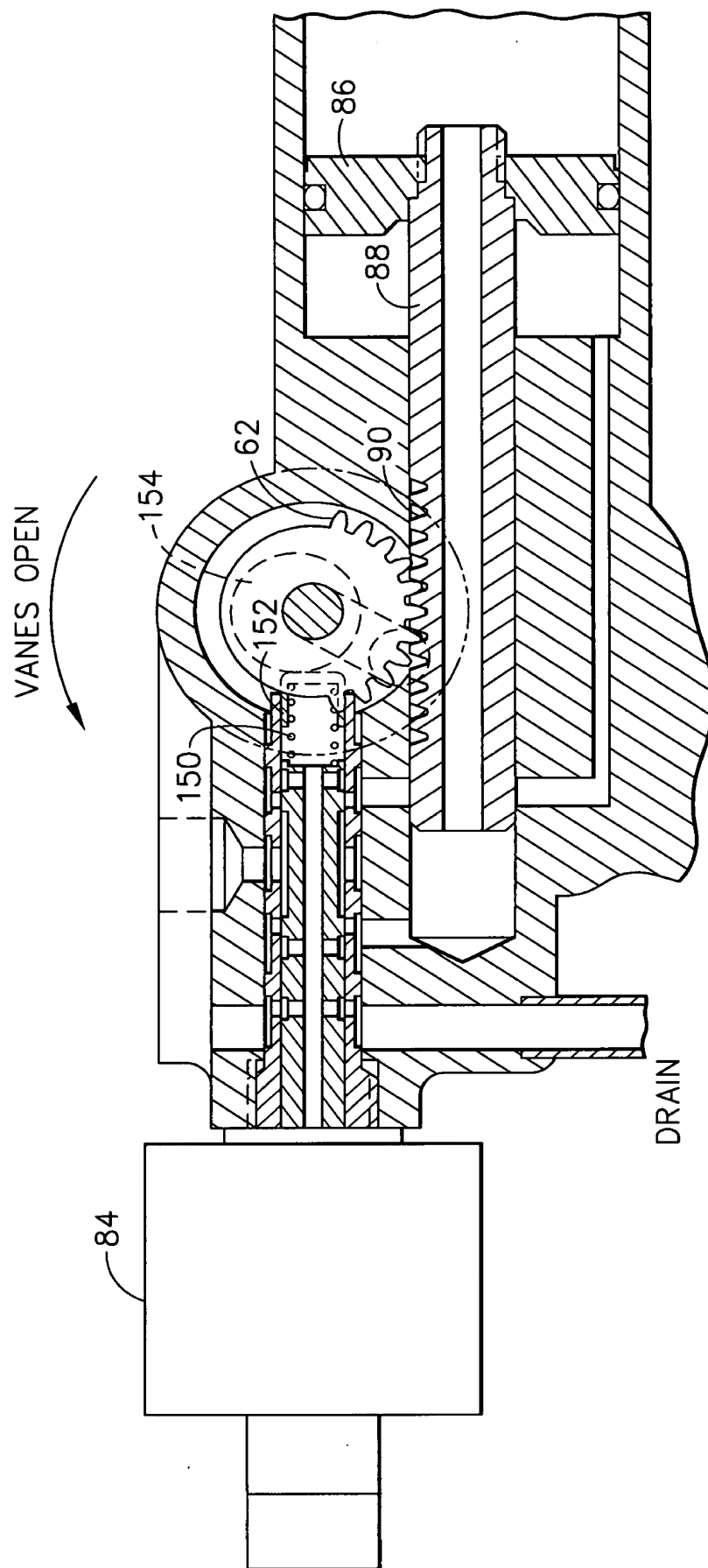


FIG. 9c

4. CURRENT INCREASED AGAIN

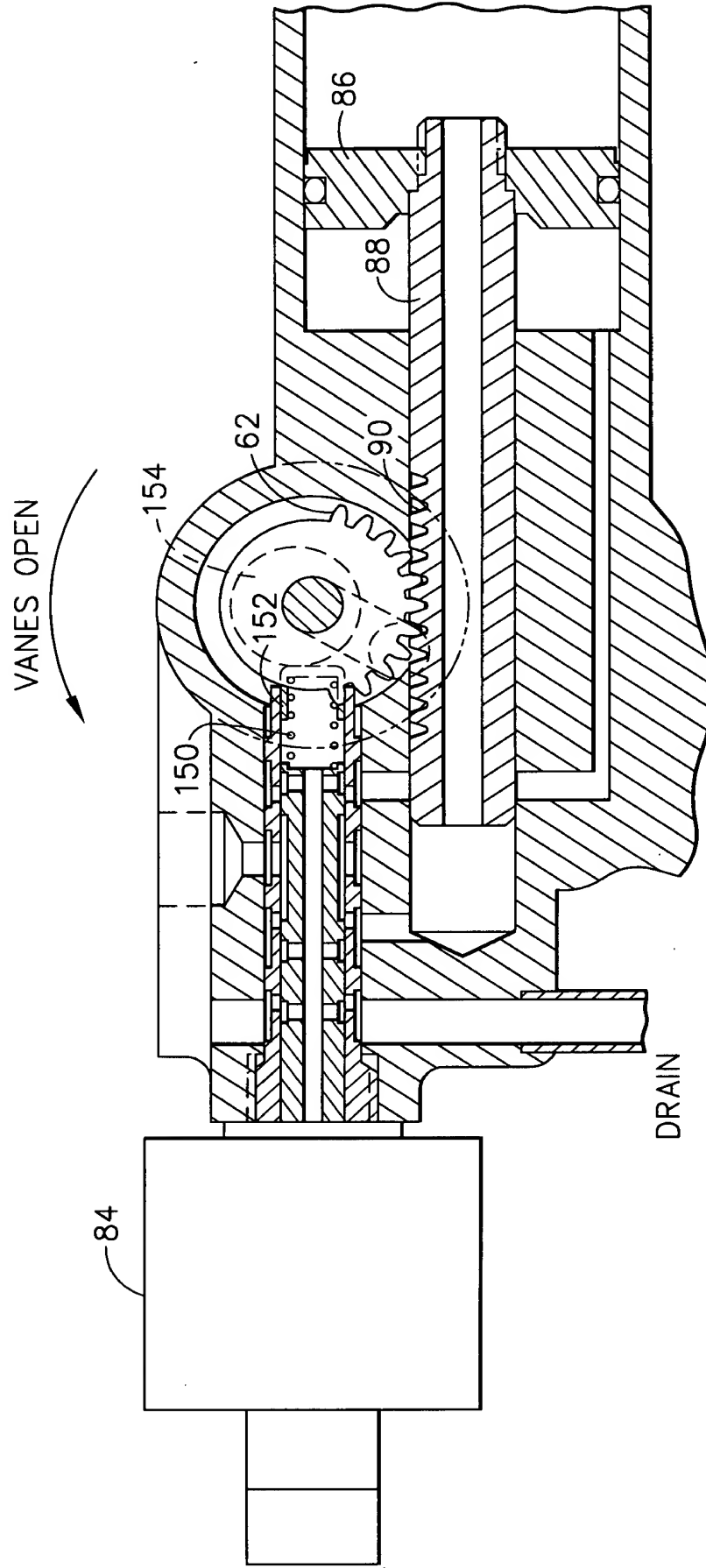


FIG. 9d

5. BALANCED STATE HIGH CURRENT

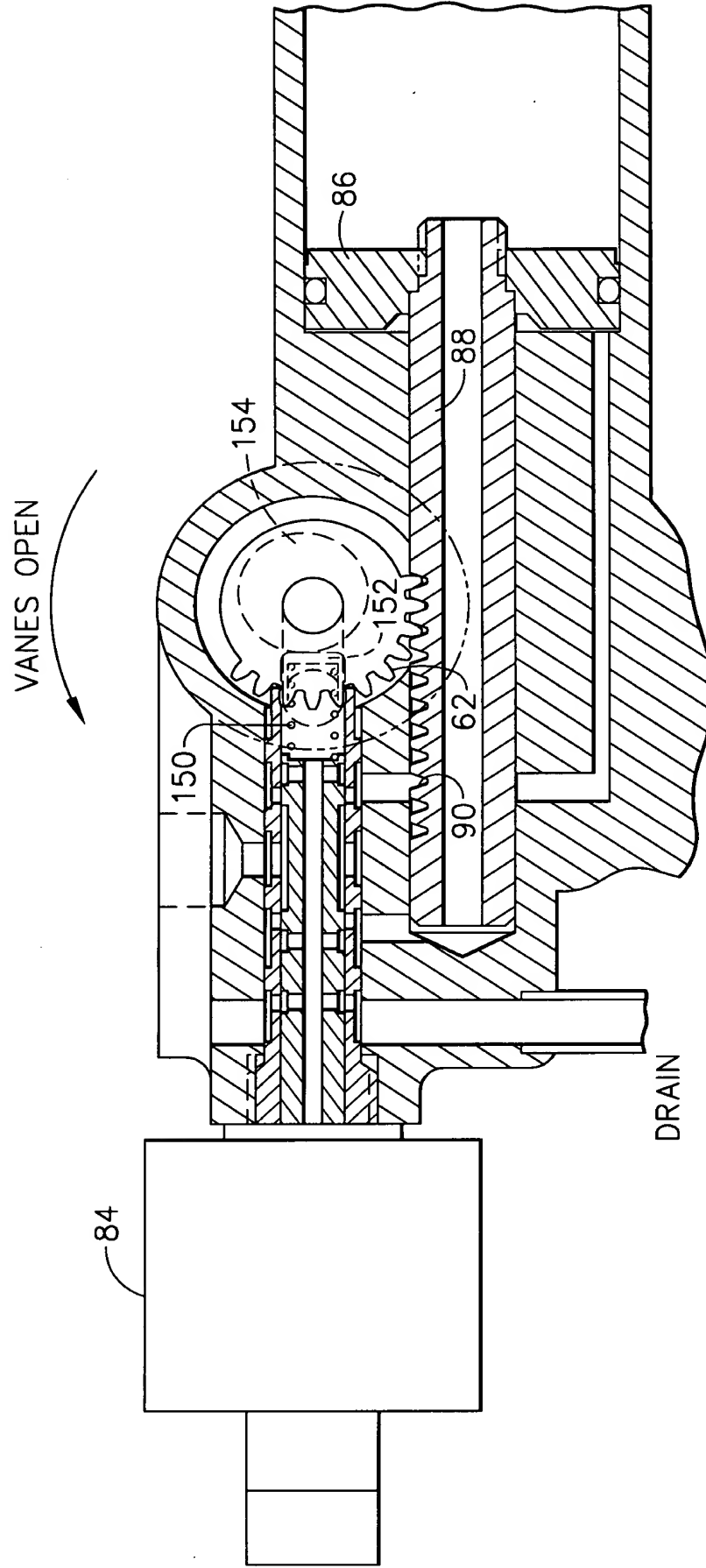


FIG. 9e

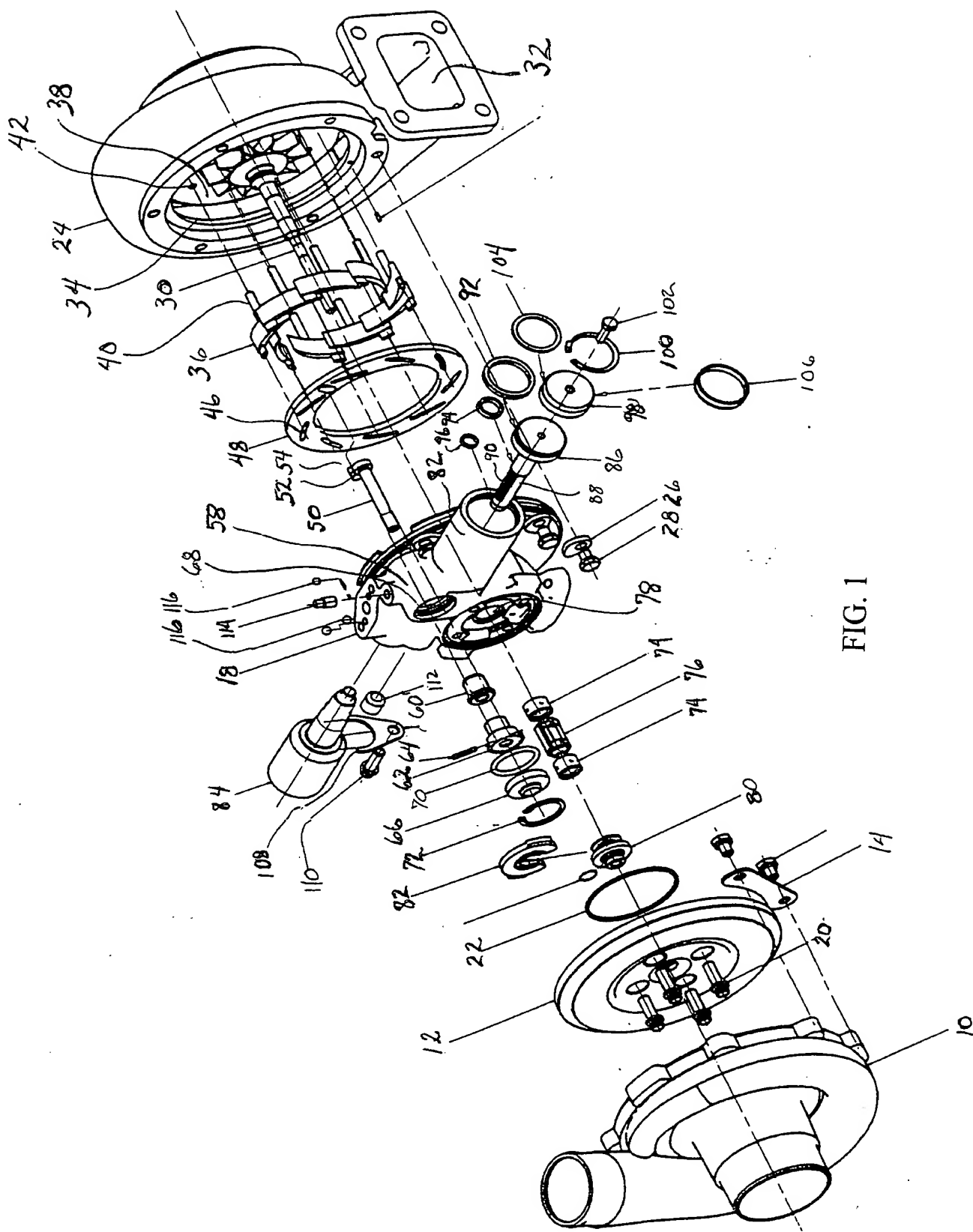


FIG. 1

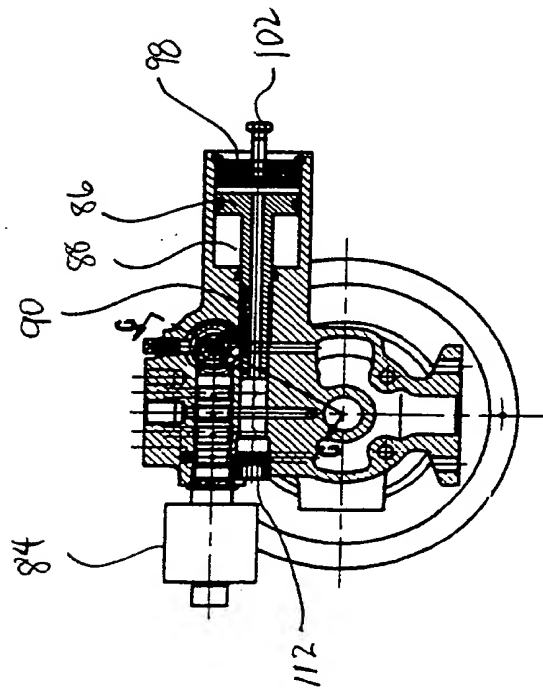


FIG. 3

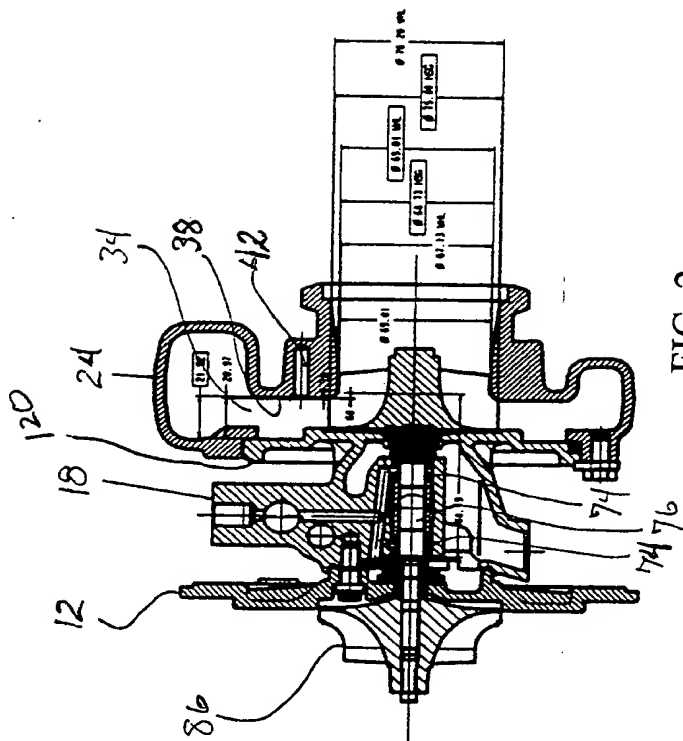


FIG. 2

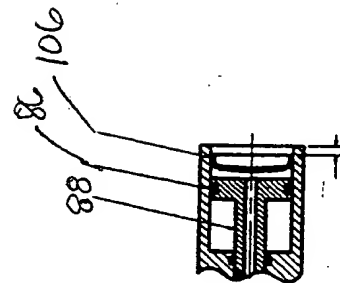


FIG. 4

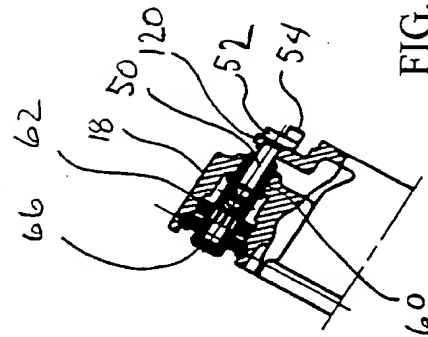


FIG. 5a

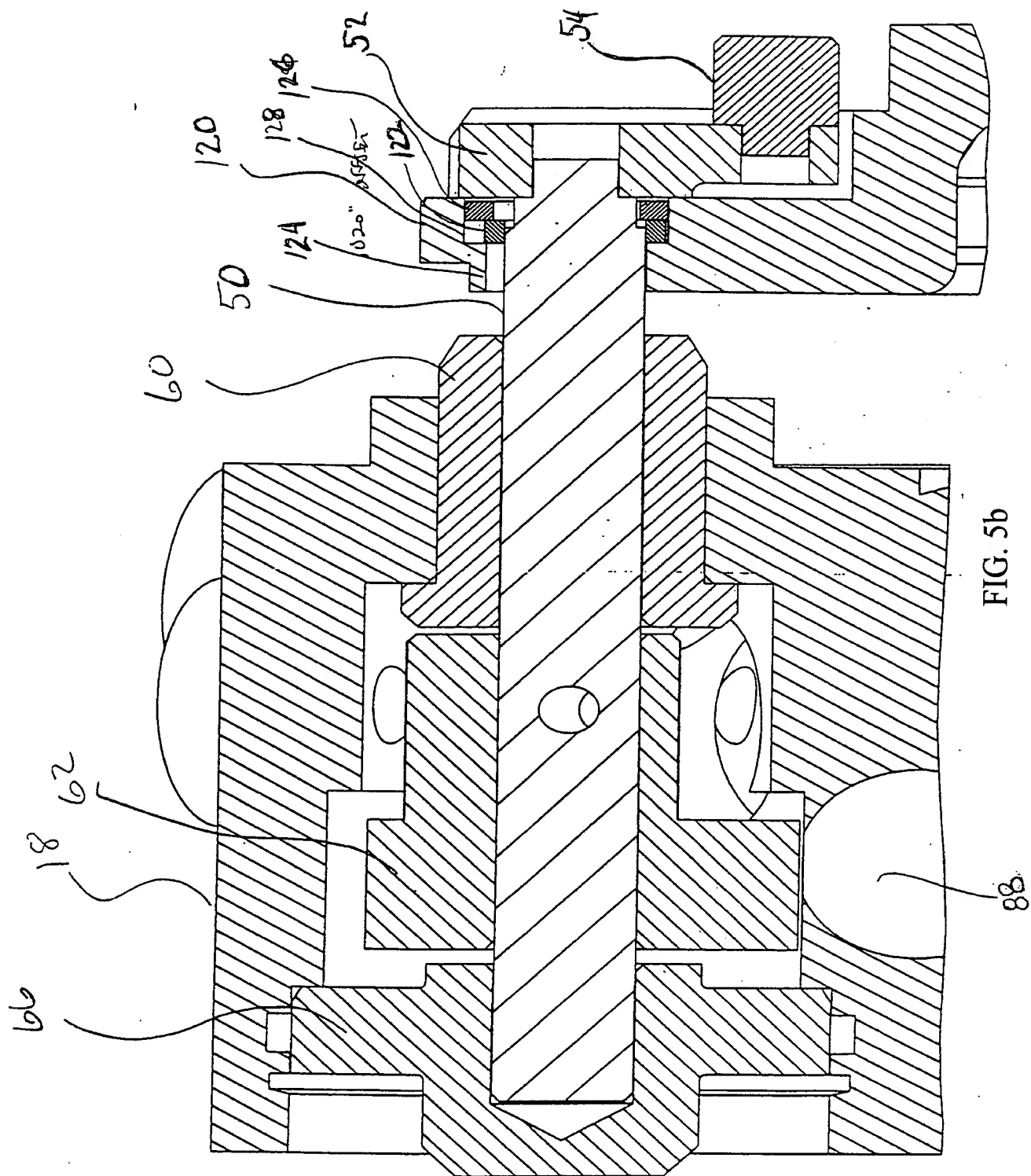


FIG. 5b

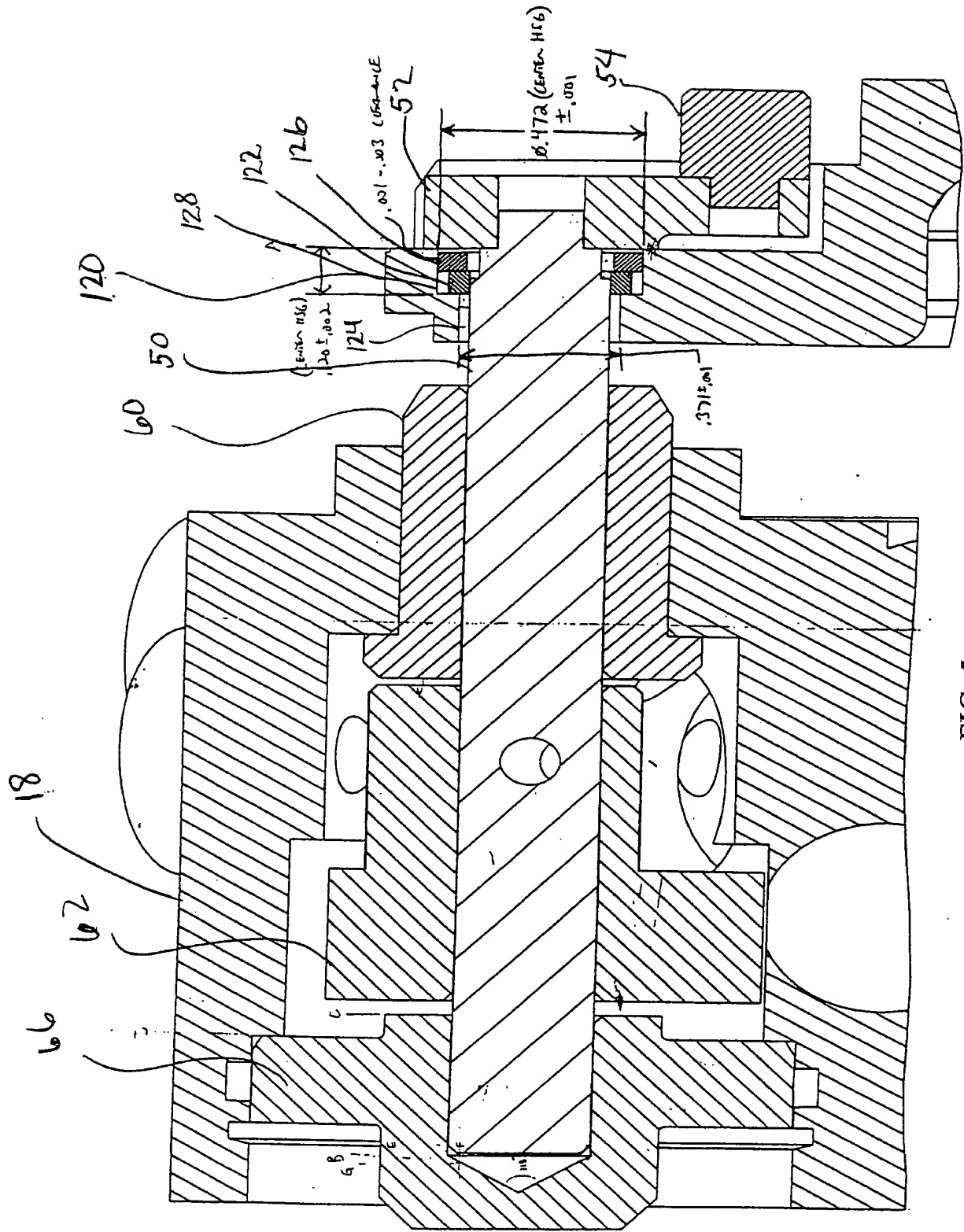


FIG. 5c



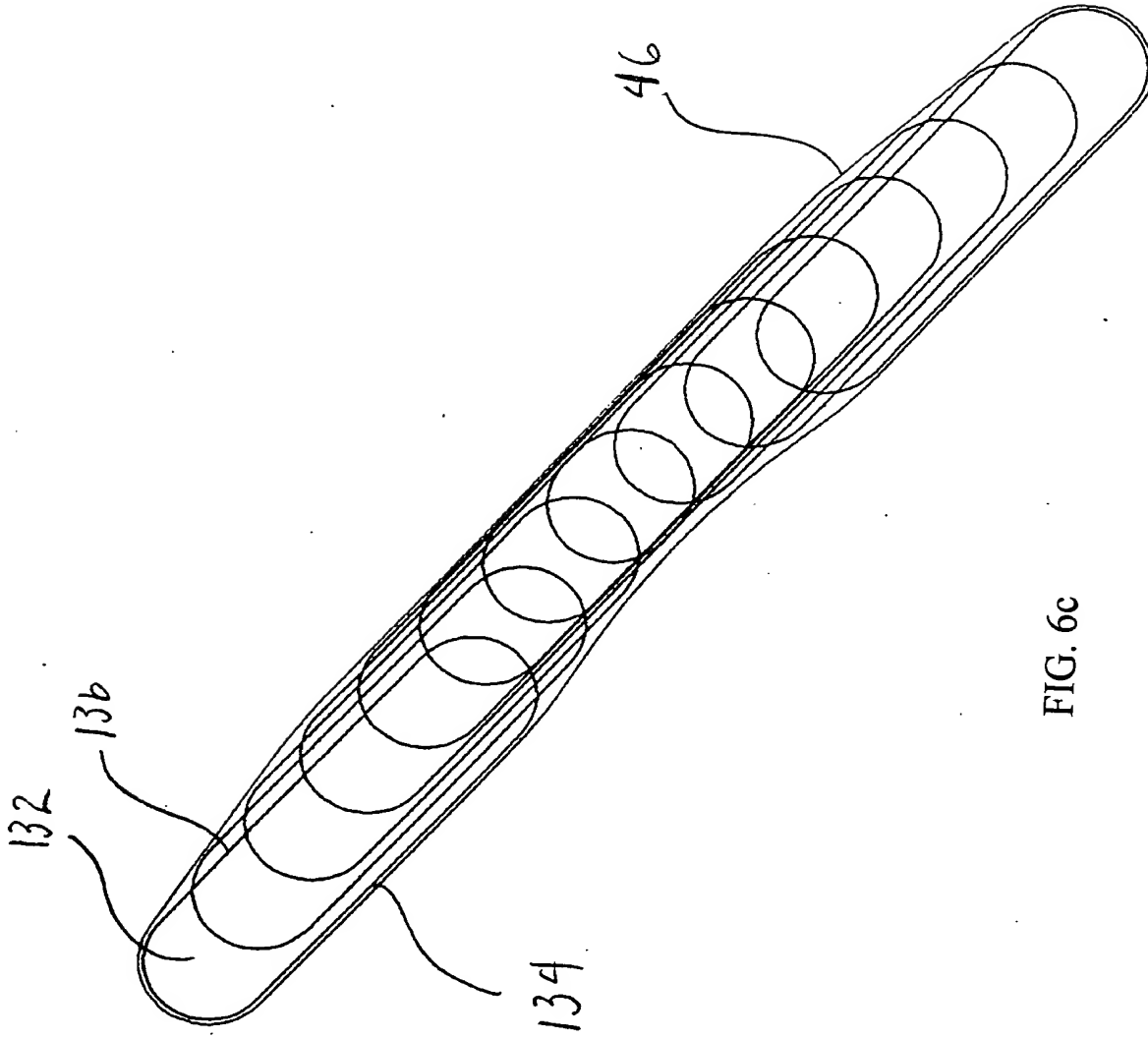


FIG. 6c

Position	Angles		Throat mm
	L.E.	T.E	
Open	63.4	59.0	15.37
Mid	71.9	71.4	9.64
Closed	80.8	82.5	2.61

Position	Angles		Throat mm
	L.E.	T.E	
Open	63.4	59.0	15.37
Mid	71.9	71.4	9.64
Closed	80.8	82.5	2.61

TABLE 1

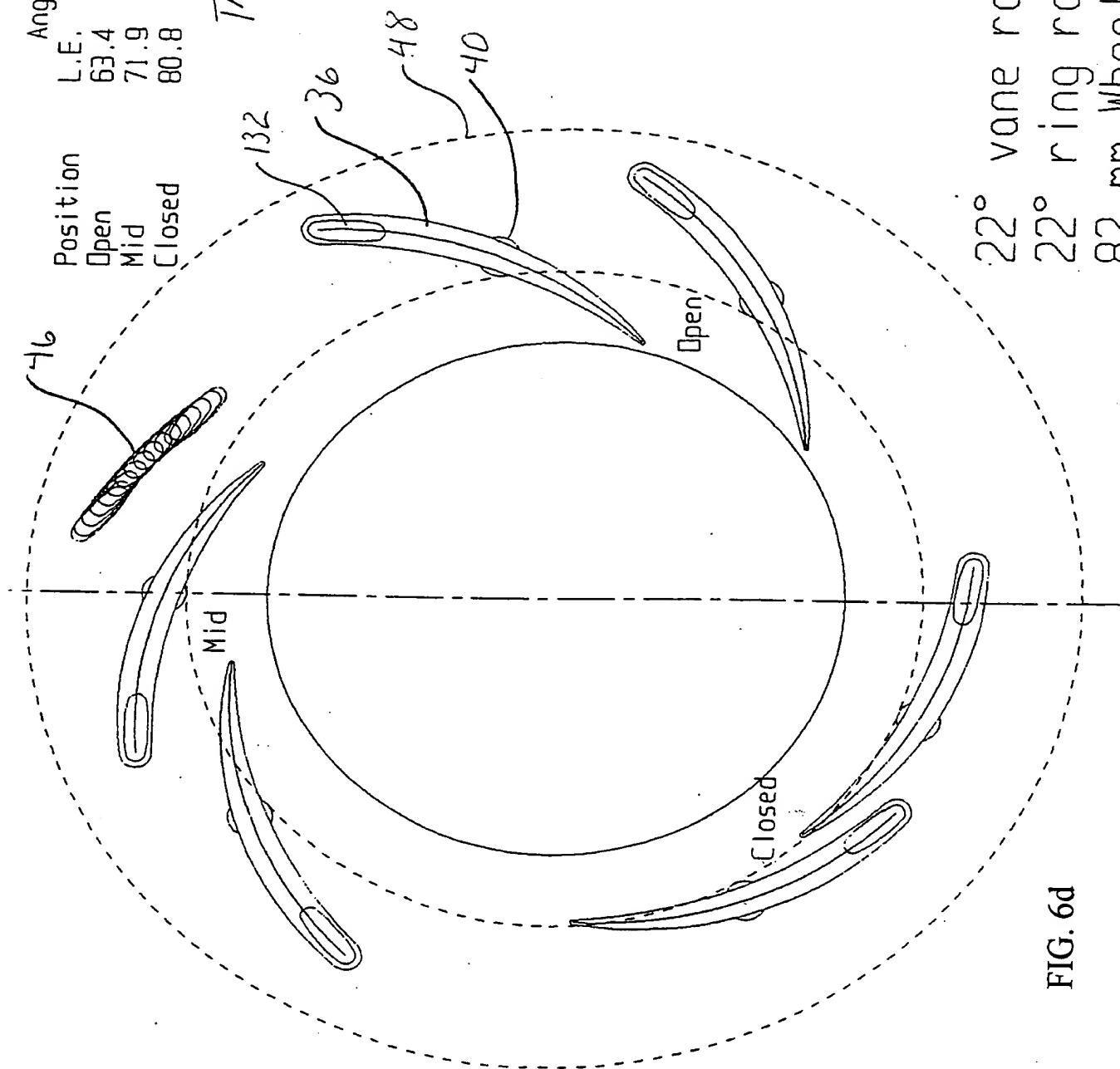


FIG. 6d

22° vane rotation
22° ring rotation
82 mm Wheel Ø

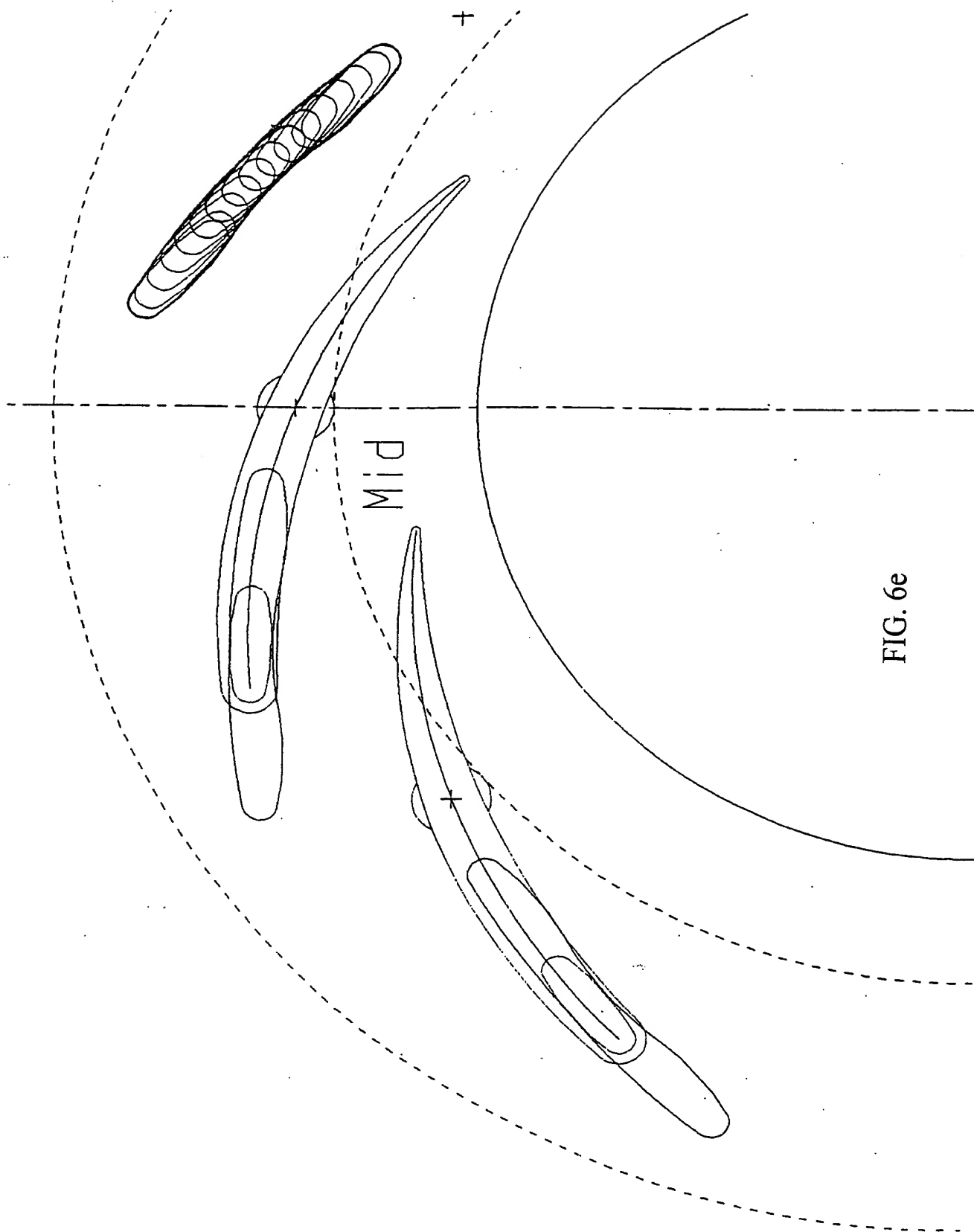


FIG. 6e

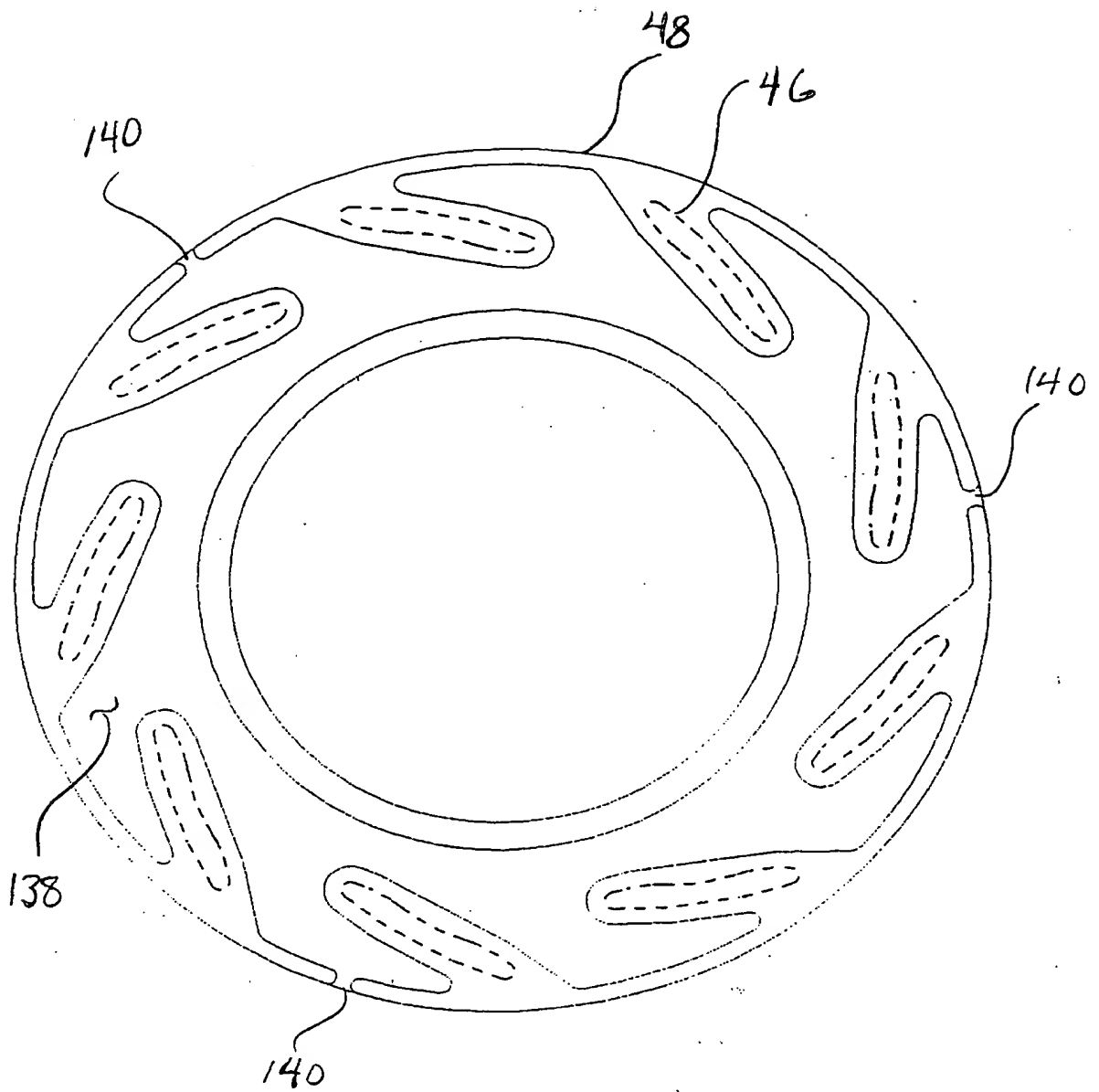


FIG. 7

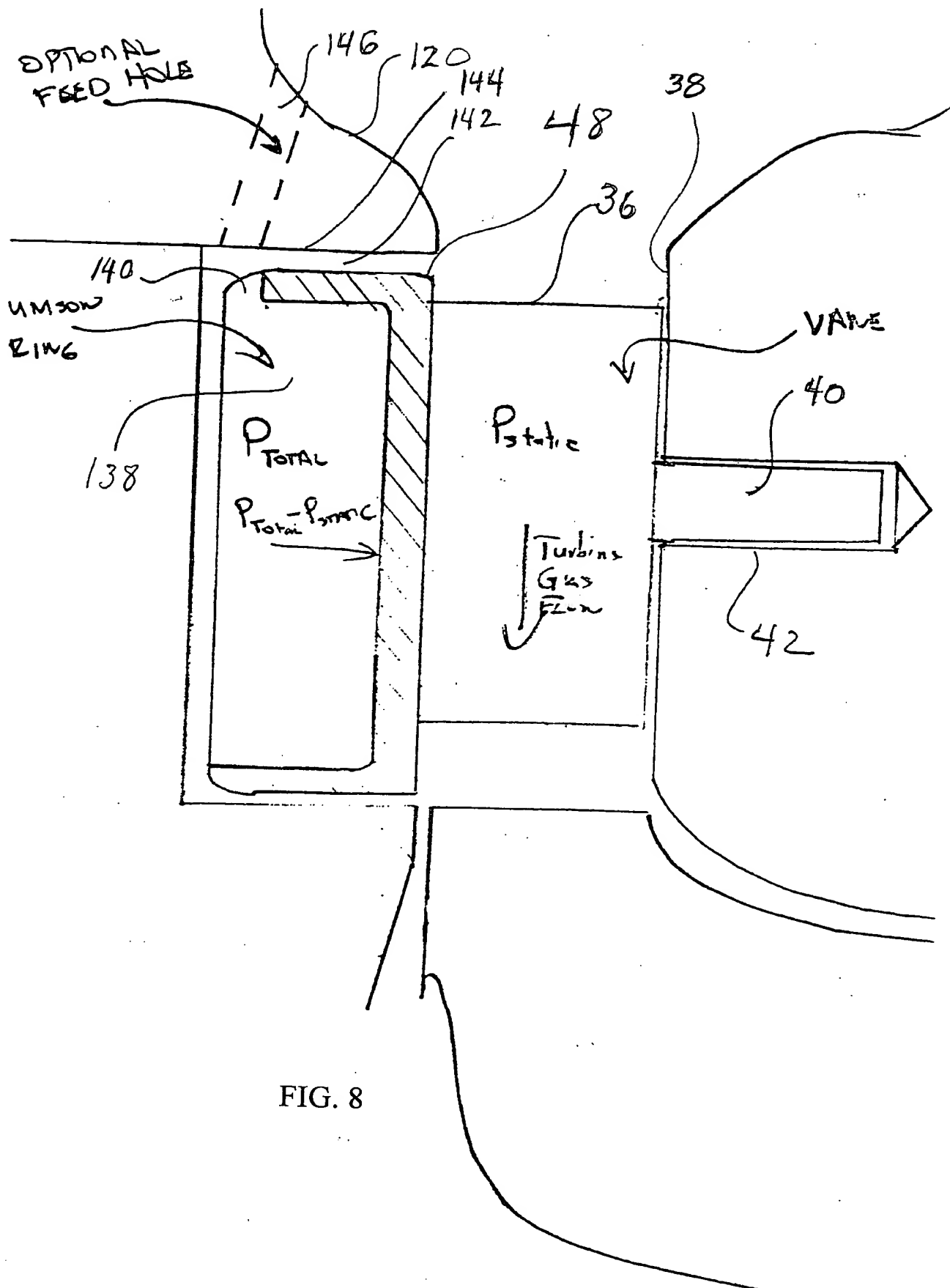


FIG. 8

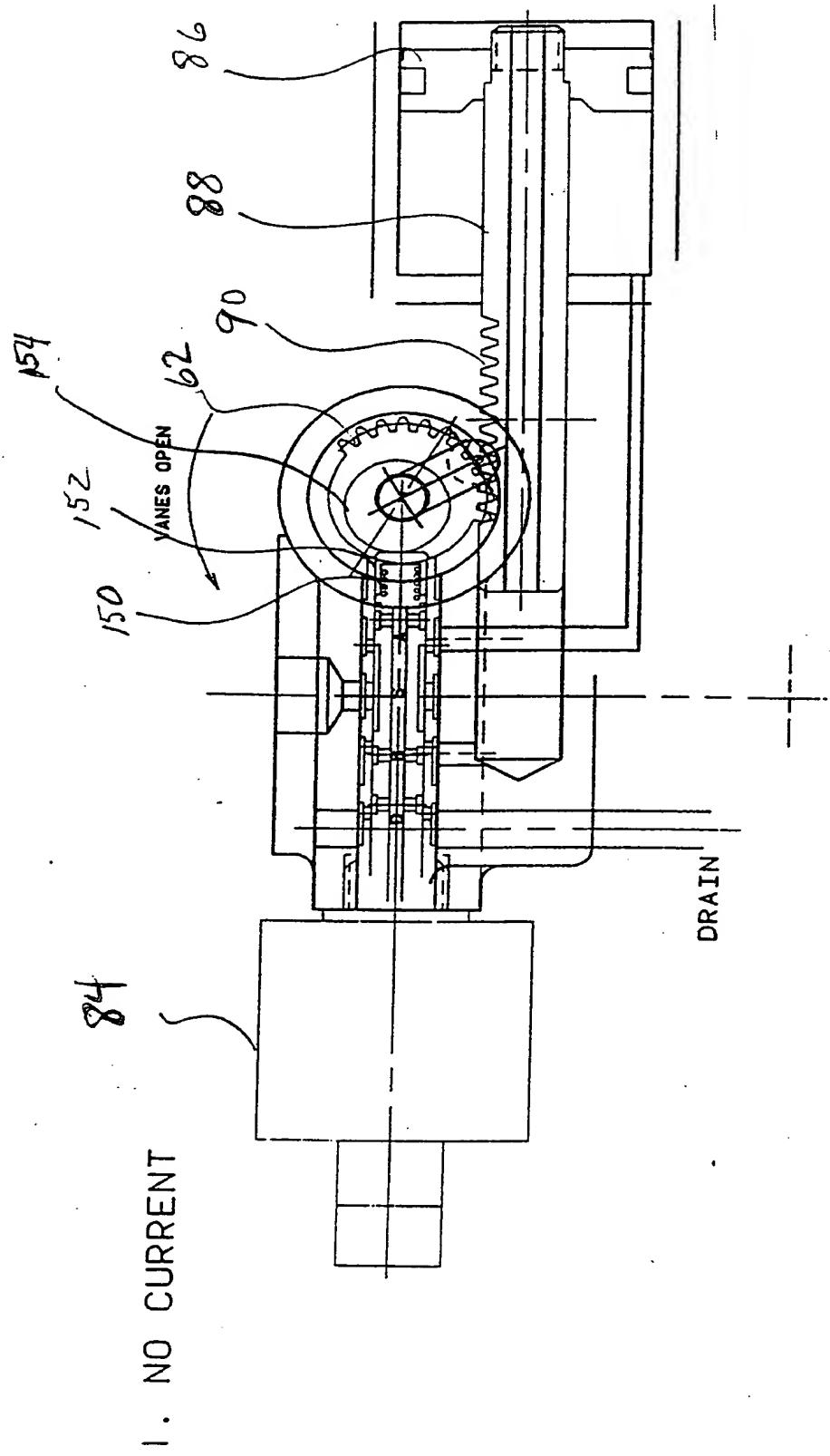


FIG. 9a

2. LOW CURRENT IN SOLENOID

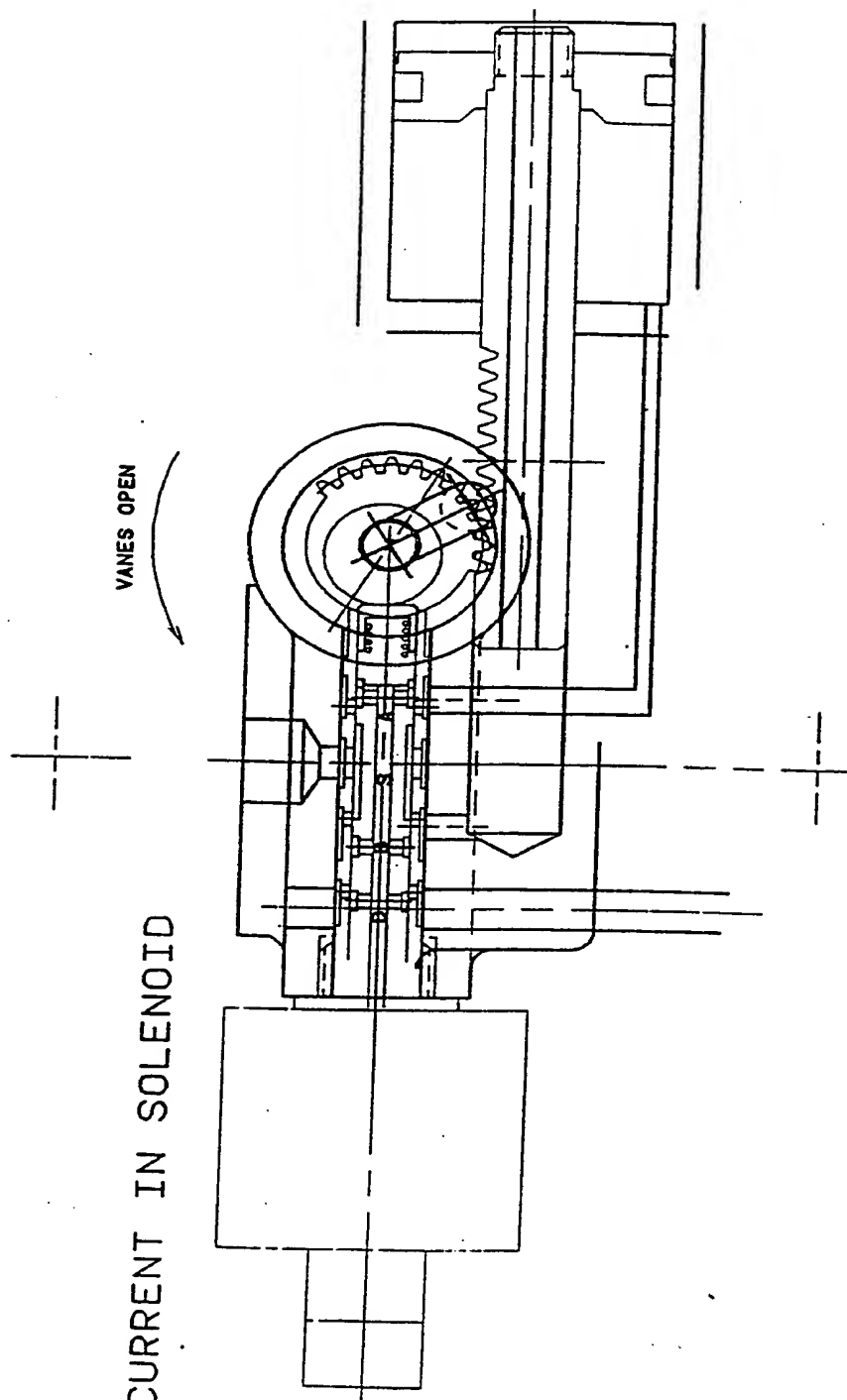


FIG. 9b

3. BALANCED STATE LOW CURRENT

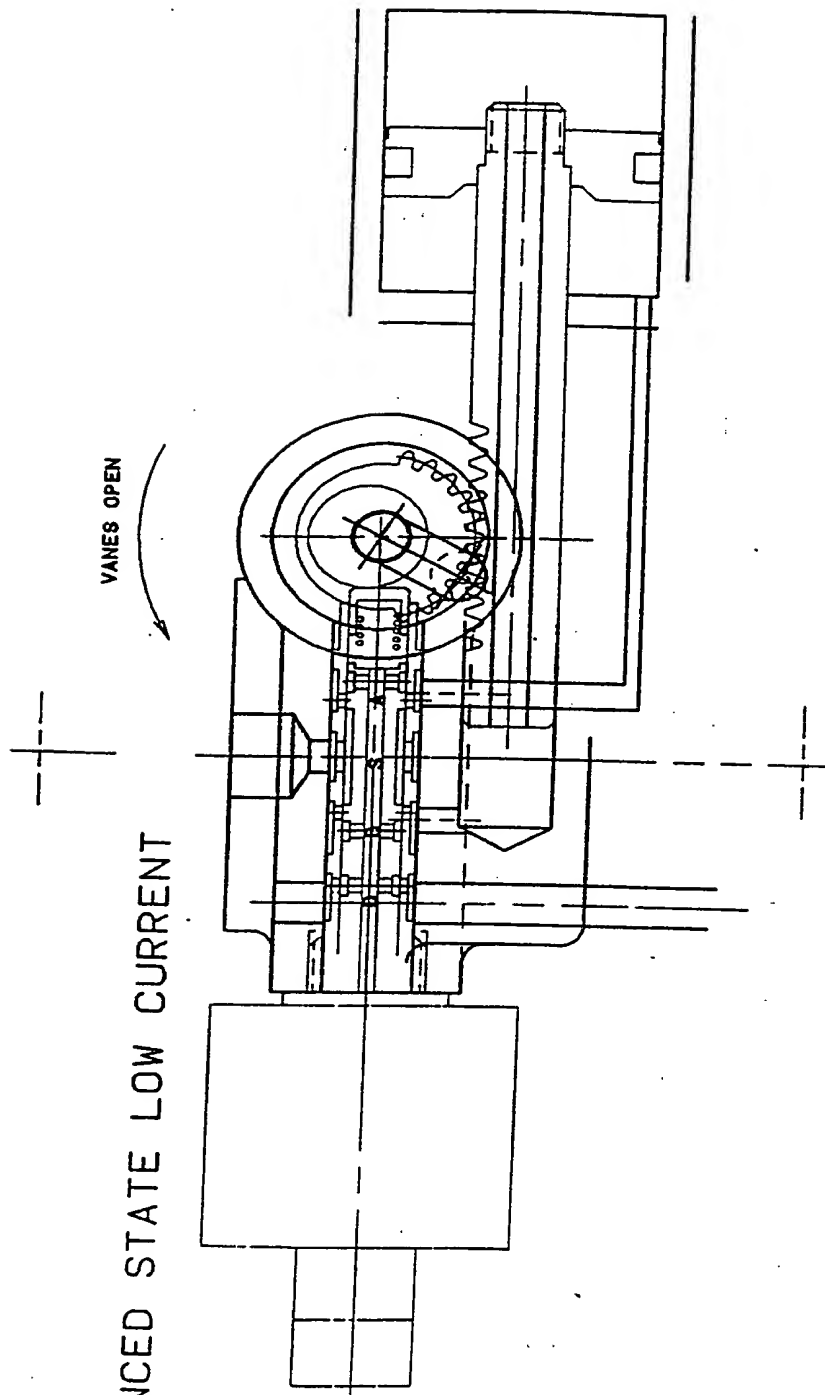


FIG. 9c

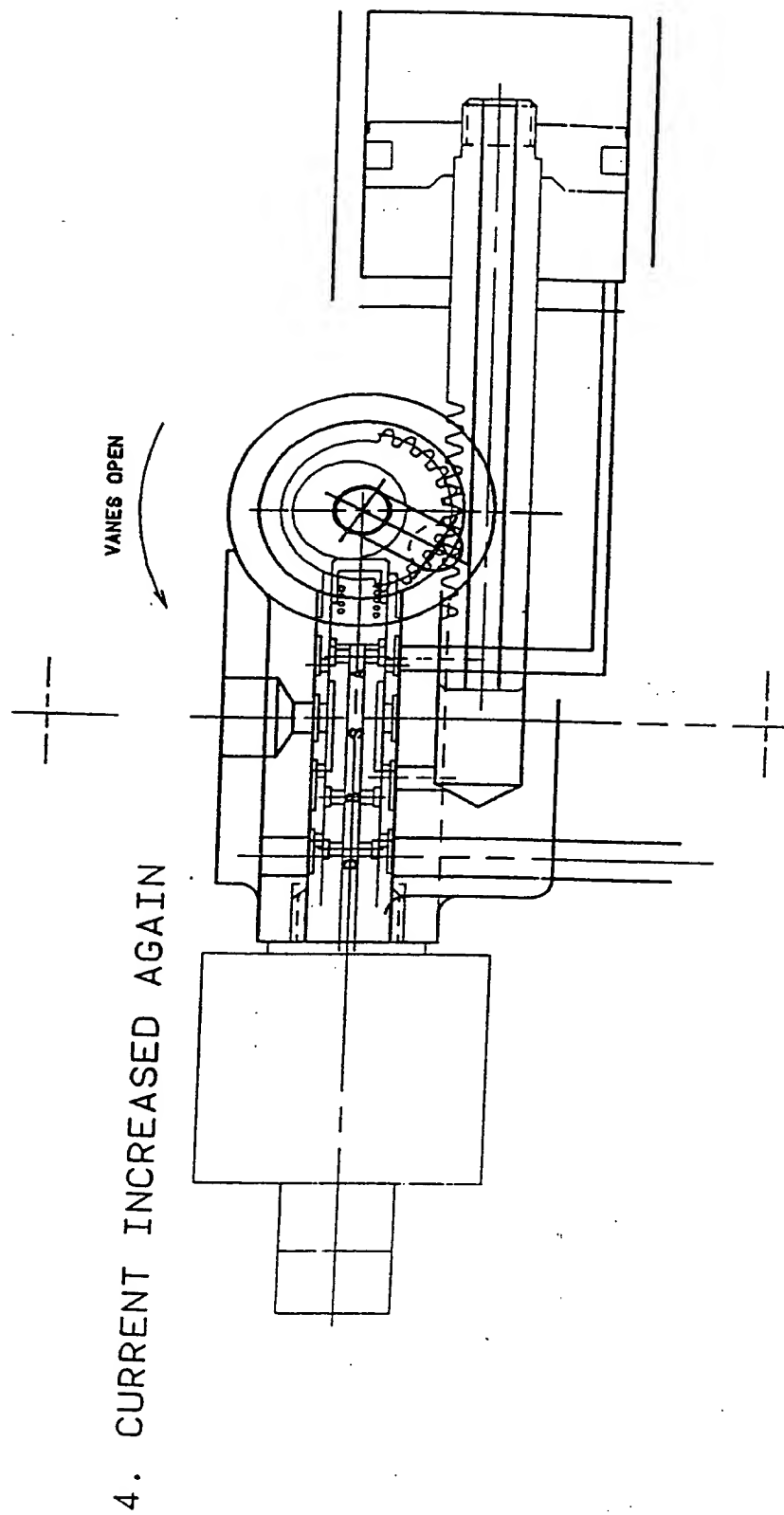


FIG. 9d

5. BALANCED STATE HIGH CURRENT

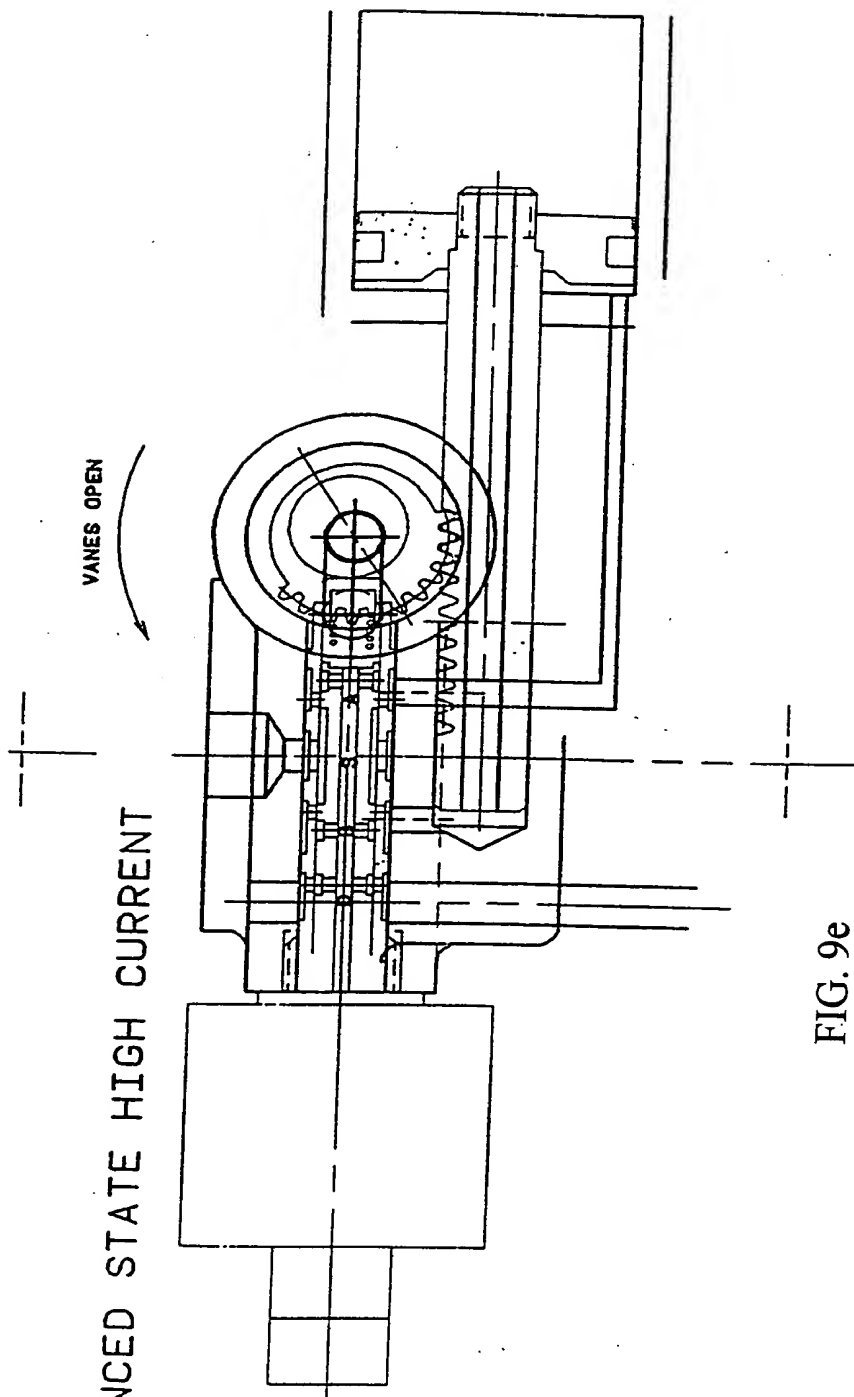


FIG. 9e